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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

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INFORMATION REPORT

INTELLIFAX 26

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25X1

1. The following data on 1952 railroad construction projects [REDACTED]

1. Urgent projects on the status of which monthly reports will have to be submitted to the Ministry of Traffic include:

Type of Project	To Be Completed by	Estimated Cost in 1,000 Eastmarks
a. Berlin railroad district. Replacement of trackage and switches Grossbeeren-Seddin line, reconstruction of second track	end of 1952 31 December 1952	2,040 5,750 (1)
Seddin-Belzig line, reconstruction of second track	31 December 1952	5,600 (2)
Juetzberg-Grossbeeren line, reconstruction of second track	31 December 1952	12,000 (2)
Bridge across the Oder River in Frankfurt/Oder	21 December 1952	2,575 (3)
Bridge across the Oder River in Kuestrin	21 December 1952	1,163 (3)
Bridge across the Neisse River in Werder	15 August 1952	500 (4)
Overhaul of trackage and replacement of ties in the district	end of 1952	2,010

CLASSIFICATION

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STATE	ARMY	NAVY	AIR	NSRB	FBI	DISTRIBUTION	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
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- 2 -

25X1

b. Cottbus railroad district.		
Replacement of trackage and switches in the district	end of 1952	754
Guben-Falkenberg, reconstruction of second track	31 December 1952	31,584 (4)
Elsterwerda-Kuhland line, reconstruction of second track	31 December 1952	4,250 (4)
Replacement of rails and ties in the district	end of 1952	570
c. Dresden railroad district.		
Replacement of rails and switches in the district	end of 1952	2,600
Chemnitz-Hilbersdorf-Niederwiesa line, reconstruction of a second track	1 October 1952	940 (4)
Dresden-Schoena line, reconstruction of second track	21 December 1952	8,000 (4)
Chemnitz-Schoenau line, construction of a second track	21 December 1952	1,330 (4)
Dresden, Technical School for Traffic	31 December 1952	8,000
Replacement of ties and rails in the district	end of 1952	1,870
d. Erfurt railroad district.		
Replacement of rails and switches in the district	end of 1952	1,680
Construction of a connecting curve at Reinsdorf	30 November 1952	700
Replacement of ties and rails in the district	end of 1952	1,880
e. Greifswald railroad district.		
Replacement of rails and switches in the district	end of 1952	753
Templin-Prenzlau line, reconstruction and improvement of line	31 December 1952	7,600 (5)
Construction of a connecting curve near Britz	21 December 1952	1,600 (3)
Construction of a connecting curve near Neustrelitz	31 December 1952	3,000 (3)
Construction of a connecting curve near Eberswalde	1 October 1952	2,449 (3)
Replacement of rails and ties in the district	end of 1952	670

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SECRET/

25X1

f. Halle railroad district.		
Replacement of rails and switches in the district	end of 1952	1,853
Technical school attached to the railroad repair shop in Halle	31 December 1952	1,050
Replacement of rails and ties in the district	end of 1952	1,930
g. Magdeburg railroad district.		
Replacement of rails and switches in the district	end of 1952	1,560
Foundry Combine West, second construction stage	31 December 1952	3,152 (4)
Replacement of rails and ties in the district	end of 1952	1,190
h. Schwerin railroad district.		
Replacement of rails and switches in the district	end of 1952	760
Reconstruction of the Mietzow-Schwaan line	31 December 1952	1,901 (6)
Replacement of rails and ties in the district	end of 1952	880
III. Miscellaneous construction projects undertaken by Department VI:		
a. Berlin railroad district.		
Wusternark railroad station, trans-loading shed	1 October 1952	600
Kuestrin railroad station, transfer tracks	20 December 1952	2,913 (7)
Frankfurt/Oder, transfer tracks	20 December 1952	4,869 (7)
Loewenberg, connecting curve	20 December 1952	3,300 (8)
Brandenburg, connecting curve	20 December 1952	7,800 (8)
Berlin Outer Freight Ring, connecting curve near Grossbeeren	20 December 1952	5,100 (2)
Treuenbrietzen-Belzig line, reinforcement of the permanent way and elimination of curves	20 December 1952	10,650 (2)
Frankfurt/Oder railroad maintenance shop, house of culture	21 December 1952	800
Frankfurt/Oder, railroad technical school	31 August 1952	430
b. Cottbus railroad district.		
Lauchhammer-West, railroad station building	1 November 1952	355
Guben-Frankfurt/Oder, second track between Neuselze and Guben	20 December 1952	2,093
Cottbus, improvement of railroad station Horka, connecting curve	20 December 1952	277 700 (9)
Uelzen-Beeskow line, crossing points	20 December 1952	5,200

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25X1

c. Dresden railroad district.		
Altenburg, connecting curve	20 December 1952	1,350
Kiesa, enlargement of station		
facilities, first construction stage	20 December 1952	1,300
Cocsnitz, connecting curve	20 December 1952	1,220
d. Erfurt railroad district head- quarters		
Gotha, switch depot and switch repair shop	1 November 1952	757
e. Greifswald railroad district headquarters		
Reconstruction of the Lietzow-Prerow- Binz railroad line	31 December 1952	2,100
(5)		
Scherswalde, hump	21 December 1952	800
f. Halle railroad district head- quarters		
Rerouting of the Reiseltal railroad line	1 August 1952	13,700
(10)		
g. Magdeburg railroad district headquarters		
Stendal, enlargement of trackage	30 September 1952	100
Quesen-Sendersleben line, reconstruc- tion of a second track	31 December 1952	1,570
III. Track and bridge construction projects:		
Procurement of cranes for the laying of rails and reinforced concrete ties	1 October 1952	659
Execution of bridge construction projects as laid down in the 1952 construction plan. Those bridges will be given priority which, in their present status, require a slowing down of rail traffic	end of 1952	8,000
(11)		
Painting of bridges	31 October 1952	4,100
Improvement of facilities of the mobile bridge construction shop (INV)	30 September 1952	326
		(12)
2. On 27 March 1952, the chief of department VI of the Directorate General, Rail- roads, Berlin, was requested to report to Colonel Belenkov (fmu) of the SCC in Karlshorst. Belenkov had ordered the Directorate General, Railroads, to have a passing siding 600 meters long built in the shortest possible time at the Münster railroad station on the Frankfurt/Oder-Grunow-Got- bus railroad line. The Berlin regional railroad headquarters has been ordered to draw up the pertinent plans and submit an estimate of cost. (13)		

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- 5 -

25X1

25X1

25X1

3. [redacted] work on the construction of the Wuhlheide marshaling yard is proceeding at a moderate speed. (14) Scheduled construction work at the Seddin railroad station had to be discontinued because of a lack of switches. Only one switch was installed in March. Construction work on the connecting curve between Karow and Buch was expected to be started by mid-April. Surveying is done along the projected course of the Loewenberg-Eberswalde railroad line in order to be able to start construction work on this line in 1953. The staking off for a direct connection between the southern section of the Berlin Outer Freight Ring and the Berlin-Jueterbog trunk line was started in mid-March. (2)

25X1

4. [redacted] construction work on the Oder bridge in Kostrin-Kietz was proceeding slowly because of a lack of machinery. By early February, the horizontal connection between the first and the second pier had been laid. Welding and riveting work was performed prior to early March. Masonry work on the bridge over the flood area of the Oder River had to be discontinued because of adverse weather. By 7 March 1952, the second track had been laid as far as the second pier of this bridge. Nine steel girders were observed at the southwestern end of the bridge. (3)

25X1

5. [redacted]

a. Berlin railroad district. The connecting curve near Eberswalde was scheduled to be opened on 1 May 1952. (3) The construction drawing for the second track on the Grossboer-Jueterbog line and for the improvement of the Trouenrietzen-Belzig line were to be submitted prior to 1 April 1952. (3) and (4) A construction plan for the Fuerstenberg/Oder railroad station, work on which is to be started in 1953, was obtained. (15)

b. Greifswald railroad district.

Construction projects to be executed in 1952 include: A crossing point each at Klein Lanzow, between Anklam and Zuesow, and at Wuestenfelde, 8 km before Stralsund, and two sidings at the Wriezen railroad station. (16) The Prenzlau-Tempelin railroad line will be reconstructed in its previous form. Only approach facilities to the Prenzlau railroad station will be improved. (5)

25X1

6. [redacted]

Tottbus regional railroad headquarters that the Soviets want the second track of the Guben-Finsterwalde railroad line reconstructed as speedily as possible. The Directorate General, Railroads, Berlin, has given orders that overtime be worked in order to comply with the Soviet order. (4) On 15 February, the Soviets ordered that a connecting loop between the line to Cottbus and the Horka-Falkenberg line be constructed in Horka. The pertinent construction plans were to be submitted by 15 March 1952. (9)

25X1

7. [redacted]

work was still being done at the crossing point in Herzsprung on 12 February. The rails required were available at the location. (17) The railroad curve near Britz was scheduled to be completed by 22 April. (3)

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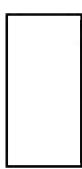
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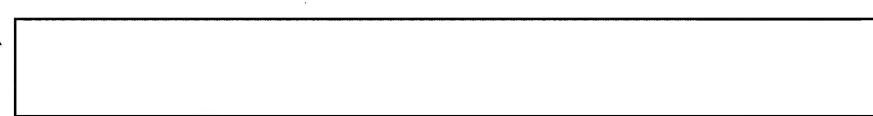
- 6 -

25X1

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8.



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a. A total of 922 workers are employed on the connecting curve near Eberswalde. (3)

b. Eighty-six men are working one shift on the bridge over the Oder River near Frankfurt/Oder which is being provided with a second track.

Superstructure of span I : 80 percent completed

c. " III : 20 "

" III : 70 "

" IV : dismantling of the damaged parts has been begun

" X : 20 percent completed.

Construction work on the bridge is hampered by a shortage of steel. (3)

Sixty-six men work in one shift on the Oder River bridge at Kuesirin which is being provided with a second track. Boring is being done in three shifts. Shop work for the superstructure of span IV is 85 percent, and assembly work is 60 percent completed. There are difficulties in the procurement of the steel required. (3)

25X1

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9.



10.



The type K 49 rails were replaced by lighter material of type 6 and Va in 1951. The Va type rails laid on this line are the lightest material available. The rails were manufactured in 1892 and 1907 and were laid on wooden ties which had been in use 25 to 35 years. The roadbed of the line consists of grade I ballast and is in good condition. Contrary to new rails of type Va, which have a depth of 130 mm, the rails laid on this line have a depth of only 110 mm. The sides of the rail heads are worn off up to 5 mm, which causes changes in the gauge of the track, but the tracks are still within permissible limits. Maximum axle pressure possible on the line is 16 tons. Maximum speed between Schoenfeld and Krauna/Packebusch is 60 km per hour and on the other sectors of the line 50 km.

25X1

Comment: Annexes are numbered 1, 2, and 4 as received. The numbering has not been changed, in order to keep the numbering consistent with the references in the text.

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Comments.

(1) This project will extend the double-track southern section of the Berlin Outer Freight Ring toward the west. [redacted]

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(4) These projects were included in the 1952 investment plan. [redacted] 25X1

(5) [redacted]

(6) The reconstruction of the single-track Fuetzow-Schwane railroad line, which has been planned for a long time is to improve railroad connections to the Baltic Sea ports of Rostock and Warnemuende.

(7) These projects are to improve transfer facilities at the Frankfurt/Oder and Kuesrin border crossing points which are of great importance for Soviet transit traffic.

(8) Information on the construction of these connecting curves was transmitted previously. [redacted] See Annex 1a. 25X1

(9) For sketch of this connecting curve, see Annex 2.

(10) The Geiseltal railroad line connects Hirschburg and Querfurt. The course of this line between Neumark-Bedra and Koetzschen is scheduled to be improved. The line runs through a heavily industrialized district. The Luetzkendorf and Krumpa hydrogenation plants are located there. [redacted]. 25X1

(11) This project envisages the replacement of temporary bridges which condition special speed limits by permanent structures.

25X1

(12) [redacted] The present report and reference supplement and overlap each other. 25X1

(13) Eixdorf is north of Grunow. The completion of this new crossing point would increase the carrying capacity of this single-track main railroad line. Colonel Belenkov (fmu) is assigned to the SCC Transport Division.

(14) For last report on this project, [redacted] 25X1

(15) This project is designed to improve traffic facilities of the Foundry Combine East near Fuerstenberg/Oder. For sketch see Annex 4.

(16) The execution of this project would increase the carrying capacity of the Stralsund-Pasewalk railroad line whose second track has been dismantled.

(17) Herzsprung is on the Angermuende-Berlin railroad line.

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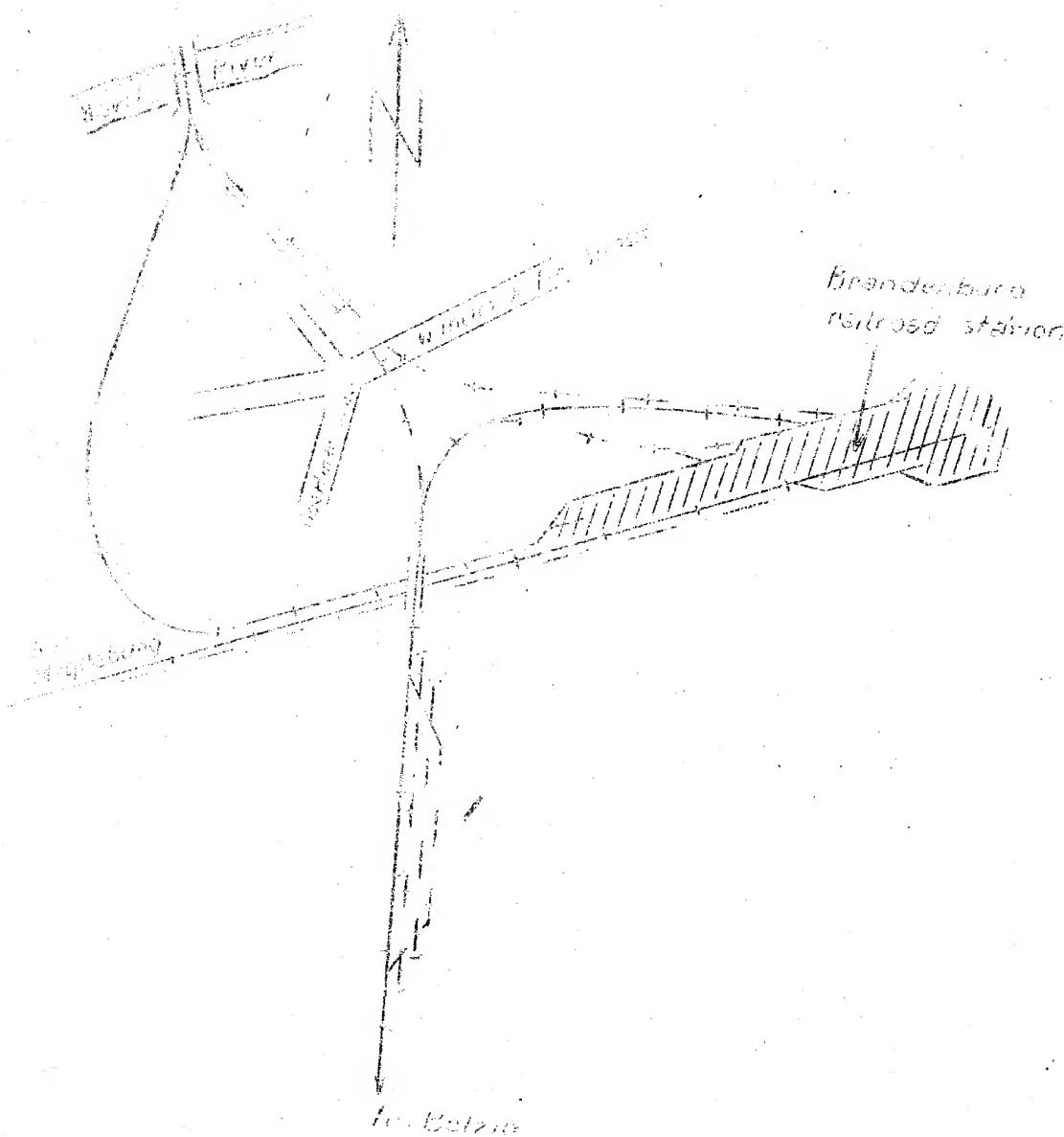
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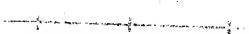
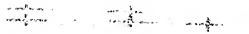
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Connecting Curve near Brandenburg

1. Route 100



Legend:

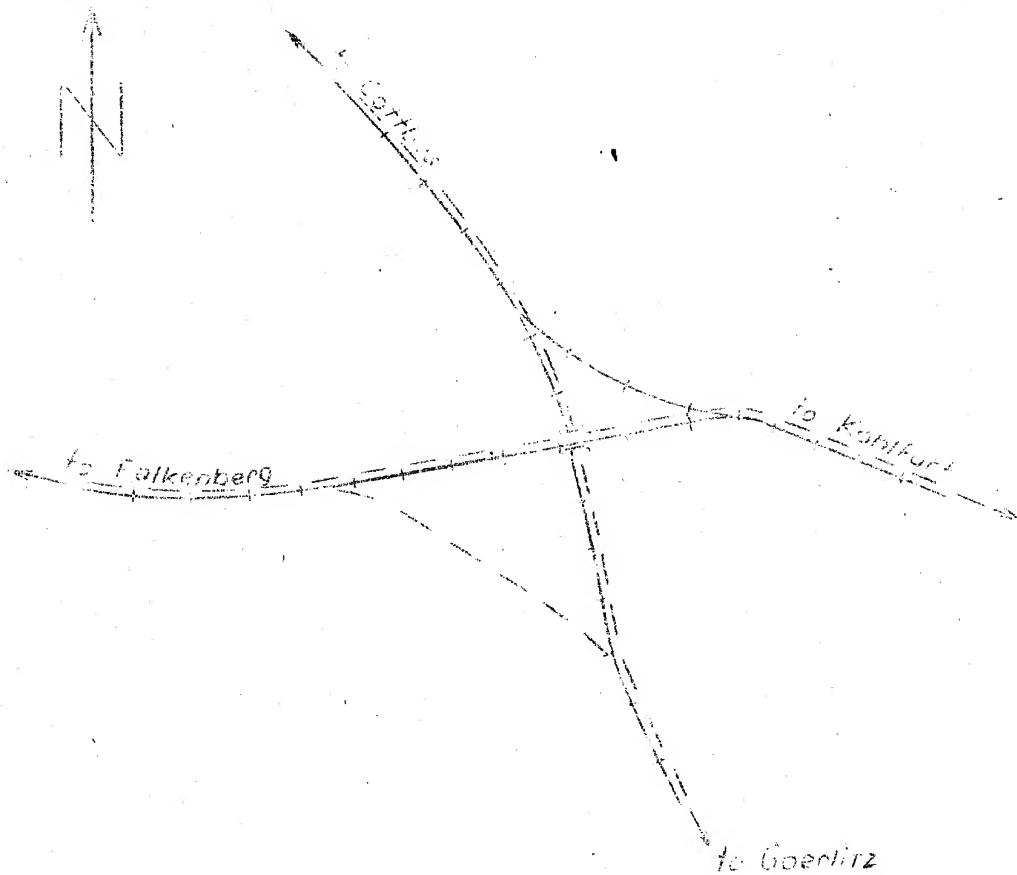
 Formerly double-tracked, one track dismantled Single-track Planned connecting curve Planned change of locomotive

Not to scale

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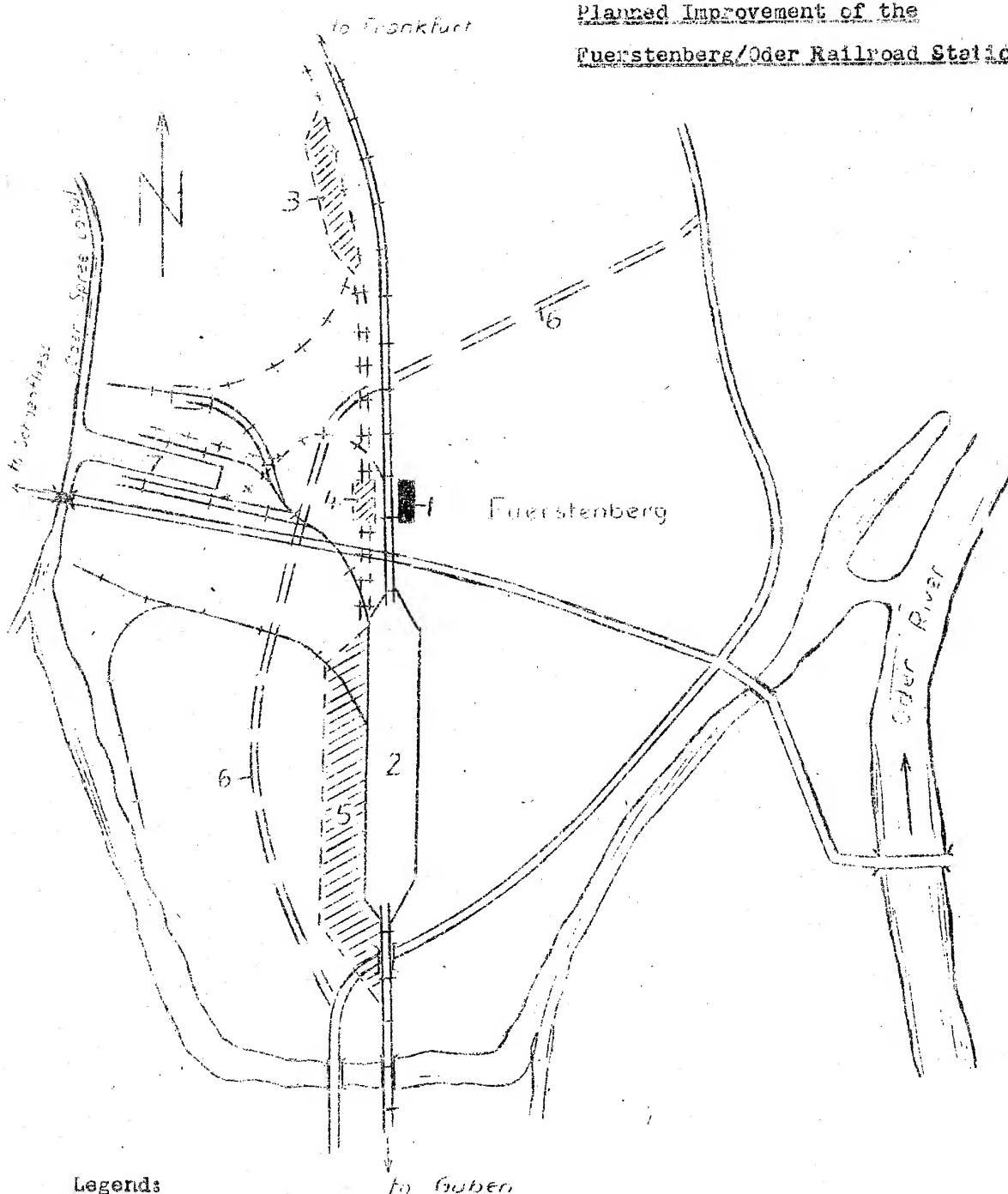
Connecting Curve, near Borka



Legend:

- Formerly double-tracked, one track dismantled
- Single-track
- Planned connecting curve

Planned Improvement of the
Fuerstenberg/Oder Railroad Station



Legend:

to Guben

- +— Double-track line
- +— Single-track line
- + + + Tracks scheduled for construction
- 1 Present passenger station
- 2 Present freight station
- 3 Planned transfer point
- 4 Planned passenger station
- 5 Planned freight station
- 6 Planned rerouting of road